

MANY WRECKS ON NEW HAVEN LINES

MAKE FEELING HIGH IN NEW ENGLAND;

COMMERCE COMMISSION TO PROBE



Wreck on the New Haven at Stamford, Conn.

Bridgeport, Conn., June 18.—(Special)—As a result of the wreck at Stamford, Conn., last week, in which six persons were killed and twenty injured, public indignation against the New York, New Haven & Hartford Railroad, on which the disaster occurred, has reached a high point. No railroad in the country has had so many disastrous wrecks during the past two years.

It was just two years ago that the Federal express of the New Haven was wrecked at Bridgeport, with a loss of twelve lives and one hundred persons injured. That accident was caused by taking a crossover at the rate of sixty miles an hour, although the time card specifies "fifteen miles an hour." Because of the same negligence the Springfield Express was wrecked at Westport, Conn., last year, with nine dead and fifty injured.

Since the wreck of the Federal Express, the New Haven road's death toll in serious wrecks totals thirty-three. Just before the Bridgeport wreck a New Haven freight train was in collision at Fairfield, Conn., and four lives were lost. That wreck was due to the fact that the engine driver ignored danger signals. Again, on July 25, 1912, because of defective signals, two passenger trains collided at Stonington Junction, and three passengers were killed and four injured.

As to the wreck last week at Stamford, Engineer Charles J. Doherty, who has been arrested for manslaughter, declares emphatically that the brakes failed to respond, and that therefore the rear-end collision could not have been averted.

The United States commerce commission will conduct an immediate investigation of the Stamford wreck. Commissioner McCord states that this probe will be one of extreme rigor in view of the numerous fatal accidents that have occurred on the New Haven in the last year or so. The most urgent means will be taken to fix the responsibility for this, the latest calamity on the line.

Wrecks on the New Haven Road in the Last Two Years.

The following wrecks have occurred

on the New York, New Haven & Hartford Railroad within the last two years, in which forty-nine persons were killed and hundreds injured:

June 8, 1911, Fairfield, Conn., freight, four killed; signals were disregarded.

July 12, 1911, Bridgeport, Conn., Federal express, 12 killed, 100 injured; due to the carelessness of the engineer in taking a crossover at a high rate of speed.

August 28, 1911, Middletown, Conn., passenger train, 60 injured; rails spread.

October 15, 1911, Berlin Junction, Conn., passenger train, two dead, five injured; due to runaway freight cars crashing into rear end of train.

June 11, 1912, Clinton, Mass., passenger train, eight injured; ran into an open switch at high speed.

July 25, 1912, Stonington Junction, Conn., passenger train, three killed, four injured; collision due to defective signals.

August 8, 1912, Dorchester, Mass., five killed, 16 injured; passenger train jumped track.

August 9, 1912, South Boston, Mass., passenger train, seven dead, 40 injured; derailed.

October 3, 1912, Westport, Conn., Springfield express, nine killed, 50 injured; due to taking a crossover at a high rate of speed.

November 16, 1912, Green's Farms, Conn., Merchants' Limited, 35 injured; due to defective equipment.

November 17, 1912, Putnam, Conn., freight train, one killed, two injured; rear-end collision.

February 22, 1913, Waterbury, Conn., passenger train, 21 injured; rear-end collision in fog.

June 12, 1913, Stamford, Conn., Boston express by way of Springfield, six killed and about a score injured; collision caused by ignoring signals and failure of air brakes to work.

HESSIAN FLY IN NEBRASKA
Stella, Neb., June 18.—The hessian fly has made its appearance in the wheat fields of Southeastern Nebraska, and reports of slight damage have been made by farmers. The fly has not been seen in any large numbers and the early harvest of wheat which will start shortly is expected

will remove the grain from all danger.

The appearance of the insect has been reported to the state entomological department, and if the situation becomes serious immediate action will be taken. Seventeen year locusts are also thronged in the orchards of this locality but have done no damage.

FOOD AND DRUG ACT

Chief of Bureau of Chemistry Says the Words 'Guaranteed' Is No Assurance That Contents of Package Are Pure

Mobile, Ala., June 18.—The words "guaranteed under the food and drugs act" on a label are no assurance that the contents of a package are pure, according to Dr. Karl L. Alsberg, chief of the bureau of chemistry, who spoke here today before the Association of American Food, Dairy and Drug Officials.

Dr. Alsberg was speaking of the limitations of the federal bureau under the federal pure food law, appealing for closer co-operation between federal and state authorities and for uniformity of laws in the various states, based on the national law, looking to a less frequently misbranding and to a better food and drug supply.

The food and drugs act, Dr. Alsberg asserted, "not only does not give the department of agriculture power to act in many vitally important matters but actually prohibits its intervention in many things that call aloud for immediate remedy. The people at large do not understand the limitations under which we act, nor do they realize that frequently we are even more disgusted than they are at our inability to do things that we are more anxious, but helpless legally, to undertake."

Dr. Alsberg explained that the word "guaranteed" on a can of soup or on a bottle of nerve tonic did not mean that the bureau of chemistry had seen and analyzed it but that the manufacturers put it on simply with the idea of protecting the jobber or retailer. All that the guarantee legend does, he continued, is to make it possible to prosecute the manufacturer if the goods were found to be in violation of the food and drugs act.

"Constructive co-operation and practically collaboration with all agencies interested in securing for the people a larger supply of better and purer foods and drugs," said Dr. Alsberg, was the policy of the department in enforcing the law. "Under this policy," he declared, "we are proceeding more vigorously than ever against the violators of the law and are pushing many important cases which will establish far-reaching precedents."

OFFICIAL HEAD OF BEAUPRE CUT OFF
Arthur M. Beaupre, American minister to Cuba, who has figured prominently in the affairs of that troubled republic, will return soon to the United States. He will be succeeded by William E. Gonzales of Columbia, S. C.



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MAY ALTER INCOME TAX

Sub-Committee Has Many Proposals Regarding the Exemptions—Simmons Advises Kern That All Sections Will Be Ready for Caucus on Thursday

Washington, June 18.—While majority members of the senate finance committee were preparing to take up the income tax and administrative sessions of the tariff bill today, Chairman Simmons assured Majority Leader Kern that all the tariff sections would be ready for caucus Thursday.

"The caucus can begin its work even if the committee has not concluded by Thursday," said Senator Simmons, "but we hope to be able to finish at least by Friday."

The income tax may be considerably altered by the senate. The proposal of the sub-committee to add to the \$4000 exemption an additional \$500 for each minor child in a family is being favorably considered by some members of the majority and may be recommended to the caucus. The sub-committee has not adopted, but may suggest for discussion another amendment reducing the general exemption from \$4000 to \$3000. A provision will be incorporated in the bill giving mutual life insurance companies an opportunity to escape the income tax by conclusively proving that they are not conducted for profit and that their surplus is participated in by policy holders.

CARD OF THANKS

We wish to thank all the kind friends for their kindness and sympathy in our recent bereavement. Also for the beautiful floral offerings.

MRS. EMMA F. OGG AND FAMILY.

6-18-13

CARD OF THANKS.

We wish to thank all our friends for their kindness in our recent bereavement; also for the beautiful floral offerings; we also wish to thank the I. A. of M. No. 127, Ladies of Auxiliary, and the Shoppers' Federation.

MR. and MRS. ELMOR E. RIDDLE AND FAMILY.

CARD OF THANKS.

We hereby express our sincere thanks to our friends for the kindness and sympathy shown us in our late bereavement.

MR. P. C. VAN ROOKHUIZEN AND CHILDREN.

CARNIVAL HELD ON HUDSON AVENUE

Carnival spirit was rampant on Hudson avenue last evening. Horns were tooted, balloons were sent up, confetti was scattered and everybody had a good time at the hands of the Eagles.

The avenue was used for no other purposes. Permission had been secured to keep the new street free from traffic. Even had that permission not been secured, the crowds which assembled on the avenue would have prevented the driving through of automobiles or horses.

Proceeding the opening of the shows there was a parade of Eagles, headed by the committee with the band following. The champion degree team was also in line with the members wearing the drab uniforms and carrying glittering swords. In spotless white suits marched the boys of the quartette and other musicians.

When the parade returned to the hall, the spikers mounted their platforms and immediately the carnival spirit prevailed. There was a musical show where some excellent music was given. There was also a wild man in a cage, who looked the part. There were a tattooed man and a Punch and Judy show.

When the interest waned the least bit, a husky cop went out in the city patrol wagon and brought in offenders to be placed in the "jail" and to be fined by Judge Harcombe or Judge Tracy. Sometimes the helpless victims were compelled to remain in jail and others were sentenced to "set up" by the stern occupants of the bench.

A dance in the Eagles' hall, at which the lodge orchestra furnished the music, completed the evening of merriment.

MAY NOT BUILD

New York, June 18.—It is doubtful if New York has a great round courthouse after all. By unanimous vote the justices of the supreme court in this district have disapproved of the plan submitted by Guy Lowell, the architect selected by the courthouse board, declaring that a round building of the immense size proposed would be an experiment too radical for the city to make.

CONVICTS WILL GO TO DAVIS COUNTY

Salt Lake, June 18.—Thursday morning has been set for the date when the convict road camp will leave for Davis county, according to Warden Arthur Pratt of the state prison. The work will start with between thirty and forty men, and the first camp will be made about eleven miles from Salt Lake and two miles north of the Davis county line.

Warden Pratt will be at the camp for the first day, and will personally supervise the general arrangements. The men are to be employed in building a concrete road extending northward to Bountiful.

Some sessions hence it will be in order to question whether the opening of the Panama canal should be allowed to interfere with the congressional custom of making trips of inspection.—Salt Lake Herald.

DEGREES FOR GRADUATES

Yale and Indiana Universities Confer Honors Upon Several at Annual Commencement—Honorary Degrees for Many

New Haven, Conn., June 18.—Nearly eight hundred degrees were conferred at Yale university today. The graduates included 275 bachelors of arts, 279 bachelors of philosophy and about 125 recipients of higher degrees. Among the honorary degrees were doctors of law upon John Grier Hibben, president of Princeton university and David Franklin Houston, secretary of agriculture.

Indiana Commencement.

Bloomington, Ind., June 18.—Four hundred and twenty-six degrees, the largest number ever given by Indiana university, were conferred at the eighty-fourth annual commencement today. Fifty-five masters, forty-eight doctors of medicine, eighteen doctors of medicine cum laude, three doctors of philosophy and 302 bachelors of arts degrees were granted.

The commencement address was delivered by Henry Wade Rogers, dean of the law school of Yale university.

At University of Pennsylvania.

Philadelphia, June 18.—Nine men noted in the world of science and letters, among them George Washington Goethals, chief engineer of the Panama canal, received honorary degrees at the 157th commencement of the University of Pennsylvania today. The degree of doctor of laws was conferred on Colonel Goethals, Henry P. Davison, the New York banker, and Dr. George M. Phillips, author of several books on education.

Eight hundred and fifty-three students were graduated.

CABINET MEMBERS' NEW ASSISTANTS



—(C) Harris & Ewing.

Louis Post (top) and John S. Williams. Louis Freedland Post, noted author and editor, has just taken up his new duties as assistant secretary of the new department of labor. John S. Williams of Virginia is the new first assistant secretary of the treasury. He is a railroad president and is prominent in financial circles.

RAILWAY MAIL SUPERINTENDENT

The announcement yesterday of the appointment of Edward McGrath to be superintendent of the railway mail service in the eighth division, is regarded as another federal plum for a Nevada man, although it comes through the civil service commission and not through partisan channels.

McGrath was born and reared in Virginia City and began his service in the railway mail, from Virginia going on the Ogden and San Francisco run on the Southern Pacific in 1890. From there he was promoted to be chief clerk in Alaska and installed the first mail service in that territory. In his new appointment he succeeds A. H. Stephens, who has been promoted to be general superintendent of the railway mail service with headquarters at Washington, D. C. Stephens is also a western man.

These two appointments are regarded as a belated recognition of the west in the railway mail service. Through some mischance the high posts have never been given to westerners before.

The eighth division includes California, Nevada, Arizona, Utah and Hawaii.—Elko Free Press.

The situation would appear to suggest the desirability of a monograph by Colonel Watterston—writing as an expert of long experience—on the White House mint bed.—Indianapolis News.

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Los Angeles—	Going via Portland (rail or steamer to San Francisco), or vice versa	\$68.50
San Francisco—	Going via Portland, thence rail or steamer, returning via Southern Pacific	\$58.50
Portland, Ore.		\$40.00
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PARIS, THE INCOMPARABLE

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No. 3. THE TOMB OF NAPOLEON

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High above the sea a rock cliff, crumbled and faded, and it was but the waves roaring at its base; to the west a crimson sun gliding the tossing surface of the ocean, behind, the green and yellow fields where the grain was ripening; over all, the blue sky—in such surroundings a man sat on a low bench gazing at the setting sun, his elbow on his knee, his chin upon his hand. Motionless he sat there, and the sun set and the stars came out and twinkled. And then, when it was night, he rose wearily and walked slowly, with bowed head and arms behind his back, to the house. At the door he turned and gazed out to sea, and but a faint sigh escaped his lips: "La France!"

What did he see there in the west? He saw legion after legion of men, he saw armies marching by in splendid array; he saw whole regiments of infantry go forward to the charge; and he heard cannon crash and roar and the rattle of rifle fire; and he saw cavalry go thundering by with the cry: "The Emperor and France!" He saw the whole of Europe conquer-

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